

the railroad service happened to be in the station last night. Hearing the train approaching, he went to the platform. He saw the engine sink as if its springs were gone, rise again, and then dash off the rails. The Board of Trade inquiry has not been definitely fixed. It will probably open on Wednesday. Major J. W. Pringle of the Royal Engineers, inspecting officer of the railway, has been selected to make the investigation.

CONDITION OF THE WOUNDED.

Mrs. Koch is suffering from a comminuted fracture of the left leg and shock. She is doing very well and will be able to be moved in a short time. Her daughter, Anna, whose only injury was a black eye, is staying at the house of a local physician. She has been out and about ever since the accident. She is cheerful, considering everything. This is her first visit to England. Mr. Koch's body is being embalmed and will be sent to New York on July 14.

Arrangements have been made for the disposal of all the bodies except those of the second class passengers, Messrs. Geopinger and Thompson, who were identified by the New York officers. Thompson was a butler, and is believed to have been employed by one of the Vanderbilts. The progress of all those in the hospital is maintained. Miss Griswold shows slight improvement. Mr. Critchell and Miss Runk are slightly better. Mr. Allen is still in a dangerous condition, but is no worse. Miss Elphicke and Mrs. McDonald have gone to Wimbledon on a special train provided by the company.

Charles E. Sentell recalled a little this morning, and the chaplain conveyed to him the message of his wife and children and his two daughters had been killed. A release followed, but when the American consul took his hand and offered the sympathy of the American nation, Sentell replied:

"I'll try to show you I am a man, although I have twenty years to bear."

CONSIDER SWAIN'S ACCIDENT THEORY.

Among the interesting theories to account for the accident is one by United States Consul Swain, who made a special study of ballistics when he was serving in the United States Army. He says it is well known that the speed at which an express train travels compresses the air ahead of it, forming a strong wind. If the train is traveling at anything like sixty miles an hour this air resistance would have been very considerable. As the train approached the curve the houses which rise above the bridge would form a wall, between which and the engine there would be a tremendous compression of air. This would tend to lift the fore part of the engine slightly. This lifting motion, combined with the sharp curve, would give account for the engine leaving the rails.

TRAIN WRECKERS' WORK?

An engine driver who knows the track, said in an interview that he and drivers generally believe that the train was maliciously wrecked, most likely by a despatch being deliberately placed between the grip rail and the running rail on the inside of the curve. He was insistent in declaring that even if the train took the curve at seventy miles an hour there was no reason why it should have been derailed. He would not hesitate to take a similar train on the same curve at eighty miles an hour.

Mrs. Cossitt, the bride whose husband was killed in the accident, arrived in London this evening, bringing a few battered trunks and boxes that contained all that remained of her trousseau and her husband's outfit. Other survivors reached here this evening.

Mr. Strachan, who seemed almost in high spirits yesterday after his escape, suffered from reaction to-day. He went to the station and identified the bodies of three of his fellow passengers, and then returned to his hotel. He became utterly unnerved, broke down and wept for half an hour, being unable to check his emotion.

INQUEST ADJOURNED TWO WEEKS.

The coroner's inquest was begun in the chamber of the town council on this afternoon. The coroner, Mr. Jackson, presided. The proceedings were purely formal, and only evidence tending to the identification of the victims was taken. The inquest was then adjourned for two weeks.

A representative of the London and South-Western Railway Company tendered the company's profound sympathy to the relatives and friends of the victims, said that the company courted the fullest investigation, and that the railway officials were present to tender their corner and jury every assistance in their power. Mr. W. Swain, United States Consul at Southampton, and Mr. Curry of the American Steamship Company were present. Tears flowed down Mr. Swain's cheeks as he referred to the many deaths in the accident, but he said that the sufferers had fallen into the hands of persons who were moved by the highest Christian charity. After speaking a few words of thanks to the Mayor of Salisbury Mr. Swain broke down and sobbed.

After breakfast this morning most of the survivors who were still in Salisbury went to the station for another look at the scene of the disaster. While they were there they were invited to examine quantities of personal baggage which was being sorted out of the wreckage. Miss Anna Koch of Allentown, Pa., was there looking for the belongings of her parents, her father having been killed and her mother injured. George A. Strachan of Boston, whose statement last night as to the speed at which the train was going caused surprise, was at the platform and confirmed all he had said last night.

MR. REID THANKS MAYOR.

Ambassador Reid telegraphed to-day to Mr. Baker, Mayor of Salisbury, as follows: "Acknowledging your despatch, I hasten to express the appreciation of the American Government and people for the sympathy shown and the aid given by the city of Salisbury on the occasion of the terrible accident to the American boat train."

INQUIRY PROMISED IN PARLIAMENT.

In the House of Commons to-day Mr. Lloyd-George, President of the Board of Trade, said that there would be a full inquiry into the disaster at Salisbury. In behalf of the House and the country he expressed the profoundest sympathy with the relatives of those who had been killed and with the injured.

Sir Thomas Lipton personally inspected the arrangements for the treatment of the wounded to-day, and stated his intention of cabling to the American newspapers his complete approval and high praise of them.

STRAP SAVED GERSON'S LIFE.

A Survivor Gives Some of the Details of the Salisbury Accident.

Special Cable Dispatch to THE SUN.

LONDON, July 2.—Walter Gerson of this city, who was a survivor of the wreck at Salisbury yesterday morning, says he owes his life to a strap which he grasped when he felt the first jar of the train. He was seen at his home in West Kensington to-day and he showed the reporter the strap. He said:

"I would not part with this for any money. I brought it away with me, and I intend to

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keep it all my life as a memento of the narrow escape any man ever had."

"The crash occurred precisely at 1:35 A. M., as we were running at full speed and well up to time. Other accounts have given it as a few minutes later, but I have good reason for being able to fix it definitely. A few moments before the accident poor McDonald, who was instantly killed, had compared time with me. The first telegram announcing the disaster was despatched from Salisbury station three minutes later, at 1:38."

"Critchell, whose left leg was broken, and I had reserved two seats in a car at the end of the train, and about midnight we were in the smoking compartment, where McDonald, who is now dead, asked us to join him and some ladies at supper, which was served at 12:30. We were quite a merry party. McDonald said he had never enjoyed such a dinner. Poor fellow, it was his last. And McDonald was saying what a good time he intended to have on this side."

"All the way from Devonport we had no idea of the train having been running considerably, but we were not in the least alarmed. Going through Salisbury, however, we felt a sudden severe jolt, and I seized this strap and held on. Then we ran smoothly again and then the crash came. It happened in a second. The woodwork flew into splinters and pinned McDonald into a corner, killing him instantly, and McDonald was also killed. Mrs. McDonald, who was in the act of leaving the compartment, was thrown under the table and almost instantly saved her life for the table was pinned down by the debris."

"I held my left hand in front of my face, hanging on to the strap with the other, and escaped being struck by the shattering glass. Our carriage was on one side with its wheels in the air, and I managed to get a window open and to drop out. I was slightly injured by the fall and the shock, and at first I could hardly stand. I found I was the part to get free and down at the bottom of the wreckage. We went for all the doctors and for stretchers and then, with long ladders, we started to get out the people who were still living."

"The very first one we got out was Frederick Cossitt, a young, clean shaven man who was on his bridal trip, and then his wife. They had been known on the boat as 'the happy couple,' their devotion was so touching, and they were the merriest and most light-hearted people on board. I understood that they were married on the boat, and then, with long ladders, we started to get out the people who were still living."

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REJOICE AT THE MAYOR'S ESCAPE

McGowan Sends Him Congratulations on Behalf of the City.

There was much quiet rejoicing in and about the City Hall yesterday over the escape of Mayor and Mrs. McClellan from death or injury on the train that was wrecked at Salisbury in England on Sunday morning. Shortly after arriving at his office Acting Mayor McGowan sent this message to Col. McClellan, who is in London:

"The city of New York congratulates you and Mrs. McClellan on your providential escape."

At the local office of the American League cable messages were received saying that all the injured had been removed to hospitals and were receiving the best of care under the circumstances. The representatives of the company say that when the accident occurred the passengers aboard the train were no longer under the care of the steamship company, but had passed to the jurisdiction of the London and South-Western Railway Company.

John E. McDonald, who with his wife got into the compartment on the wrecked train that had been assigned to Col. and Mrs. McClellan and who was killed in the wreck, was one of the best known turfmen in America. He began as a bartender in his father's saloon in Harlem, and according to some of his most intimate friends here he was worth more than \$2,000,000 when he died. From his father's saloon he went to Saratoga where he first became a marker in a billiard parlor and later a special policeman at the racetrack. Then he branched out as an independent bettor and after going broke a couple of times broke out to fortune and never lost the way.

He joined hands with Matty Corbett, and between them they made some great wins. At the opening of the Harris Park racetrack in the season that followed they were credited with phenomenal luck, making a haul of \$75,000 each in one race when Delany Woodruff came under the wire first. Other big billings were credited to McDonald when he was a partner in a poolroom with Butch Thompson.

For years McDonald was a bookmaker himself and was credited with earning large sums in this manner. He also plunged successfully in Wall Street and was considered an authority on election betting. He was long closely associated with

the leaders of Tammany Hall and was a particular friend of Mayor Van Wyck until the great break came in 1902. That was the time the howl was raised because the Mayor was largely interested in the stock of the ice trust, which sent prices of the commodity soaring skyward on the eve of a hot summer. When the slump in the stock of McDonald and he lost about \$200,000. He declared that he had bought the securities on the advice of Van Wyck, Carroll and McGowan, and he never forgave any of them. McDonald was an intimate friend of Richard Croker, to whom he used to talk horse by the hour when the Tammany chief was accustomed to spend his time at the Democratic Club in Fifth avenue. McDonald was also close to Charles F. Murphy and J. Sergeant Cram, the chairman of the general committee of Tammany Hall. He never held a public office, but was reckoned a power in local Democratic politics.

MONROVIA, N. J., July 2.—Mrs. L. M. Hillecock, who was killed in the railroad accident at Salisbury, England, was a native of Morristown, a daughter of the late United States Senator Jacob W. Miller and a sister of George McCulloch Miller and Commander Jacob W. Miller. She had been travelling for several years. Her handsome home in McCulloch avenue is occupied by John W. Castles. Her daughter Mary had been travelling with her. Fredrick H. Cossitt, another victim, was also a former resident of Morristown.

Mrs. Cossitt Bringing Back Her Husband's Body.

Justice P. Henry Dugro received last night this cablegram from his daughter:

Coming on the Kaiser Wednesday with Fred. ANTONIA.

Fred is Frederick H. Cossitt, who married Justice Dugro's daughter, and who was killed in the train wreck at Salisbury. Justice Dugro and his wife had intended leaving for England to-day to meet their daughter and bring her home, but will not go.

LAWYERS TICKET FOR JUDGES.

800 Names Reduced to 20 for a Final Sitting Next Week.

The lawyers' committee which was formed to put an independent judiciary ticket in the field met yesterday in the office of Joseph H. Choate and eliminated from the names suggested nearly all but those that will go on the committee's ticket list. In response to the committee's general invitation for suggestions about 800 names were received. It was learned after yesterday's meeting that these have been cut down to about a score and that the final selection will be made next Monday, when the committee will meet again and when Mr. Choate and other prominent members of the committee who were not at yesterday's meeting will attend. It is understood that Justices Gleason, Clinch and Rosalby will be left on the list.

The lawyers' committee will nominate their candidates by petition and will go to work on the preparation of the petitions as soon as the candidates have been definitely chosen. The committee expects to have the support of the Citizens Union and several other independent political organizations. It will not have the Hearst organization's backing because the Independent League has practically decided that it will put up a ticket of its own. It is understood that the lawyers' ticket will be made up as evenly as possible of Republicans and Democrats.

COMPLAIN OF WIDE OPEN SUNDAY

Bronx Pastors Object to Dance Hall, Pool Parlor and Skating Rink.

Pastors of churches in the vicinity of 138th street and Willis avenue, the Bronx, have waged war on a dance hall, a two and a half cent pool parlor and a roller skating rink in their parishes. They object chiefly to the fact that the places are open on Sunday.

The first congregation to act was the North New York Congregational Church, of which the Rev. William H. Kephart is the pastor. He called a meeting of the board of trustees and the congregation, and adopted calling on the Mayor, the Police Commissioner and the president of the Board of Health to take steps to close the places, at least on the Sabbath. The members of the churches say they have appealed in vain to Capt. Hayes of the Alexander avenue police station.

The skating rink is located on 138th street just east of Willis avenue. The roller skating rink is on the same street just west of Willis avenue and the pool parlor is at 142d street and Alexander avenue. The members of the churches say they have appealed in vain to Capt. Hayes of the Alexander avenue police station.

MEXICAN MIDDIES HERE.

Zaragoza's Commander Pays His Respects at the City Hall.

Lying off Tompkinsville near the United States battleship Iowa and the cruiser Charleston is the Mexican training ship Zaragoza, which sailed from Vera Cruz June 15 and touched at Havana on June 21.

There are twenty-one upper class men from the Mexican naval college at Vera Cruz on board, and yesterday most of them were ashore seeing New York. The Zaragoza will remain in port until July 10, when she will sail for Porto Rico, Jamaica and Cuba, returning to Vera Cruz about the end of August.

It was said yesterday that when the ship left Vera Cruz there was on board a nephew of President Diaz, but that the midship had got so seasick on the voyage to Havana that he gave up in disgust when he reached that port.

Yesterday afternoon Capt. Augustin Zaragoza, the commanding officer, accompanied by Lieut. Irasquiere of the marine as interpreter, called on Acting Mayor McGowan at City Hall. The Mexican also called on Mayor Winans of the Charleston, who later returned their call. Mr. McGowan will return to-day.

FUNERAL OF FIRE ALARM CHIEF FARRELL.

The funeral of George Farrell, who was the chief of the Fire Alarm Telegraph Bureau since 1898, took place yesterday from the Church of St. John the Baptist at Seventy-sixth street and Lexington avenue. Fire Chaplain William Smith officiated at the service. The Rev. Charles Coker and Commissioner O'Brien presided over the service along with a great many men from the Fire Department. Farrell had been attached to the department since 1878 and had an excellent record.

Coal Boat Captain Drowned.

The captain of the coal boat Eureka, owned by Baldwin & White of Jersey City, fell overboard at Pier 1 of the No. 10 German Lloyd Line in Hoboken last night as his boat was being made fast to the tug tugboat. Several men were on the tug at the time, and the crew of the tug worked hard to save him. The skipper's body was swept away on the tide. The police were unable to learn his name.

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P. R. R. GRAFT PROBE TO GO DEEP

Continued from First Page.

nor one which admits of an offhand solution. The Pennsylvania Railroad Company was chartered on the theory that the company would build the line and the shippers would furnish their own means of transportation. The greater portion of the coal tonnage of England is moved to-day in privately owned cars. The use of such cars on the Pennsylvania line is not peculiar to a few favored shippers. They have been used from the beginning of coal transportation.

There are now in use on the lines of the Pennsylvania Railroad Company 25,000 independent coal and coke cars owned by fifty-nine different corporations or firms. All shipping companies of large capital desire to have their own cars, because, having them, they can protect their interests and movements of such cars in their own interest. Cars so owned are also in some respects advantageous to the railroad company, for the reason that while individual cars when sent off the line of the railroad company must be promptly returned cars owned by the railroad company are in danger of being kept on other lines because it is, in times of great demand for cars, cheaper for other lines to pay for the use of such cars rather than build cars for themselves.

The committee will investigate every fact which is or may be brought to its attention affecting the performance by any officer or employee of the company, or the performance by the company of its duties to the public; and the committee will report its conclusions in every case to the president of the company in the confident assurance that no ownership or practice calculated in any way to affect the full and impartial discharge of the duties owed by the respective officers and employees to the company or by the company to the public will be condoned, and that every officer or employee who is found to have failed in the performance of his duty will be properly dealt with.

JUMPED FROM RUNAWAY CAR.

Dozen People Injured on Amsterdam Avenue Hill—Three on Car Unhurt.

A southbound Third and Amsterdam avenue car with over a hundred passengers aboard got beyond control last evening and dashed down Amsterdam avenue for over half a mile, narrowly escaping a fire engine and an empty car at the corner of 128th street and Amsterdam avenue.

A motorist Thomas Burke says he tried the brake at 127th street and found it worked all right, but when he tried to bring the car to a stop a block further down he could not. Burke rang the bell with all his might and shouted to drivers ahead of him to get out of the way. The car spun down grade, all the time at increasing speed. The passengers became greatly excited and some of them jumped out. The car was stopped at 127th street, where the ground is level.

A dozen Wright Hospital surgeons dressed the wounds of a dozen passengers who jumped from the car. John Cahill, 26 years old, a laborer, living at 63 Amsterdam avenue, was the first to jump. He was 26 years old, of 329 East 117th street, had the left side of his face cut and other injuries on his left side; Peter Dallamonte, 26 years old, a laborer, living at 127th street, had the right side of his face cut and other injuries on his right side; Thomas Tomkay, 27 years old, a laborer, of 320 West 107th street, was cut on the forehead. They were taken to the hospital.

NOVEL EIGHT HOUR COMPLAINT.

Boston Contractor Held for Working Men Nine Hours a Day.

BOSTON, July 2.—On complaint of W. Cameron, business agent of the Carpenters' Union, William H. Ellis, a Boston contractor, was held this morning by United States Commissioner Hayes in \$100 for a hearing July 5 on a charge of violating the Federal eight hour law.

The complaint is unusual and the first of the kind made in Boston. Cameron charges that on June 13 the defendant wilfully and maliciously caused a public way to be closed for the purpose of enabling him to work nine hours.

Chapter 83 of the Federal statutes provides that any contractor who violates its provisions shall be deemed guilty of a misdemeanor and shall be punished by a fine not to exceed \$1,000 or by imprisonment for not more than six months or both. Ellis claims it is understood that he was behind on his contract and that the men were willing to work.

TRICKY AMBULANCE HORSE.

Ned of Bellevue Is a Terror to Drivers and a Danger to Patients.

The ambulance surgeons and drivers at Bellevue have been entreating Dr. Armstrong, the superintendent of the institution, to get rid of a horse called Ned. This horse has been in the service of the hospital for six months, and the drivers say he is an intractable beast.

He has a pleasant habit of bolting out of the gate on a call and going up Twenty-sixth street, jamming one pair of wheels of the ambulance up against the curbstone in hopes that he can spill some one. As soon as they get into a crowd the drivers say Ned begins to get playful and is hard to manage.

He always comes to a stop with a sudden jerk that is dangerous to the patients. Dr. Armstrong, who was shot down at the door of the hospital, who meet this afternoon.

LABORER SHOT ON J. KENNEDY TOL'S ESTATE.

STAMFORD, Conn., July 2.—Peter Maorfuoso, employed on J. Kennedy Tol's estate on the Sound, was shot down at the door of his cottage at 1:30 this morning. He was called to the door by a stranger, who fired two shots, one of which took effect in a lung. Maorfuoso is in a critical condition at the hospital. The police have arrested Francisco Maorfuoso recently.

Custom House Strike a Fizzle.

The general strike on the new Custom House ordered last week in sympathy with carpenters who struck in the post office station in the building was declared off yesterday. The sympathetic strike proved a fizzle, as the station was finished in spite of the strike. The union talks three weeks about a sympathetic strike before it was ordered.

SANITARIUM FOR YONKERS.

A \$300,000 Gift to the City by Alexander Smith Cochran.

YONKERS, N. Y., July 2.—The Martin farm in the Seventh ward, consisting of 110 acres of land, has been purchased by Alexander Smith Cochran, the president of the Smith Carpet Works. He will improve the property and erect on it a sanitarium for the treatment of tuberculosis. The entire cost of land, improvements, buildings and equipment will be over \$500,000. When completed the entire place will be turned over to the city, together with an endowment sufficient to pay all expenses for the first five years at least. The matter came officially before the city authorities to-day, when the Board of Health and the Aldermen were asked to approve the gift and give their permission for the erection of the buildings. This was done.

The main building will have twenty-five beds, but provision will be made for the treatment of many other cases in tents. The treatment will be free to the patients. Incident cases will have the preference, especially where the patients are still able to attend to their work. The opening, it is expected, will take place late in the fall.

JAPAN STEALING A MARCH.

Shipping Goods Into Manchuria and Making Other Nations Pay Duty.

Special Cable Dispatch to THE SUN. LONDON, July 2.—The Kobe correspondent of the Daily Mail says that the Japanese have not yet fixed a date for the opening of Dalny as a free port. Meanwhile great quantities of Japanese goods, especially cottons, are being daily poured into Manchuria by way of Dalny without the payment of duty, while British and American dealers are compelled to go elsewhere and pay duty. The Japanese mills are working day and night to meet the demand, and are combining to export their products, the Government virtually guaranteeing them against loss.

The shipping prospects are also gloomy. The Nippon Yusen Kaisha (Japan Mail Steamship Company) besides opening new lines in all directions contemplates a systematic campaign to drive British shipping off the Yangtze-Kiang. M. Iwanaga, the company's manager, says it is the company's duty and object to check the export of European steamship owners. The Government is also backing the steamship enterprise.

Japan is now amazingly prosperous. Wages are advancing and land values are doubling.

ITALIAN WALTZER WINS.

Dances Without Stopping Fourteen Hours—Five Competitors Distanced.

Special Cable Dispatch to THE SUN. PARIS, July 2.—Signor Guattiero, the champion Italian waltzer, offered a prize of \$200 to anybody who could outwaltz him. Three Frenchmen, an Italian and a Russian accepted the challenge, and the contest took place yesterday in the Tivoli Vauxhall dancing hall.

Guattiero won easily, waltzing unceasingly for fourteen hours, during which his competitor, Polluigi, played the piano steadily, performing fifty-four waltzes.

Dantele Breaks World's Swimming Record.

Special Cable Dispatch to THE SUN.

LONDON, July 2.—C. M. Dantele, the American swimmer, to-day swam 120 yards in 1 minute 12 seconds at the Bath Club, London. This is a world's record for the distance.

BALLOONIST FALLS 100 FEET.

Parachute Fails to Open and Hillman Is Badly Injured.

PATRICK, N. J., July 2.—Charles Hillman, a balloonist, who has been making daily ascensions here at Fairland Park for the past two weeks, fell with his parachute shortly after 5 o'clock this afternoon from the balloon, which was about 100 feet above the ground. The balloonist clung to the parachute in an awkward position but the lines became tangled and it failed to open. Hillman fell on a large wooden pile of lumber through which the balloon was filled daily. He was unconscious when he picked up.

An examination by physicians on the ground showed that Hillman had serious injuries. He was removed to the General Hospital, where it was said to-night that he was internally injured. The balloonist is the only one who has been killed in the history of ballooning, and his death is a serious blow to the sport.

The balloon was sufficiently inflated. Hillman gave the signal to release it. He swung wide of the ground and went up turning somersaults in the air on two flying rings. He was unconscious when he picked up.

MAKE FIRECRACKERS LEGAL.

Boston Aldermen Pass Order Nullifying Police Commissioner's Regulations.

BOSTON, July 2.—The Boston Board of Aldermen (Democratic), this afternoon took the teeth out of the Fourth of July order of Police Commissioner O'Mera (Republican), calling for the arrest of all who exploded fireworks in any place on a public way.

The action of the Aldermen and Wells is the nearest approach to a clash since the Board of Police was established.

TRADE RESTRAINT SUIT FAILS.

Stove Makers Cleared of Chicago Dealer's Charge of Discrimination.

CHICAGO, July 2.—Charges of illegal combination in restraint of trade against several Chicago firms came to naught in Judge Patten's court to-day.

A. C. Sellack, a stove and hardware dealer, failed to get a verdict against the Manufacturers Stove Repair Company, Greenlee Bros. & Co. and other stove manufacturers, whom he had sued for \$25,000 damages.

Sellack asserted that a number of stove jobs had been organized an association to fix prices, and when he refused to join the organization he says he found it impossible to buy many articles of stock which were necessary to his business. The action of the Aldermen and Wells is the nearest approach to a clash since the Board of Police was established.

Everything Fire Protection

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APPROPRIATIONS BY CONGRESS

CHAIRMAN TAWNEY SHOWS THE CAUSES OF INCREASE.

He Says the Per Capita Cost of Government, Including Federal and State, is Less Than Any European Country—Many Increases Due to Beneficence.

WASHINGTON, July 2.—Although the Congress appropriated \$600,188,801, the per capita cost of Government, including Federal and State, is less than in any European country, according to a statement issued to-day by Chairman Tawney of the House Appropriations Committee. This total is \$50,998,887 in excess of the appropriations for last year, and Chairman Tawney gives increases under each of the great appropriations bills, showing the causes as follows:

Agricultural, \$9,922,165; increase, \$5,000,250; due to the meat inspection bill.

Army, \$71,817,165; increase, \$1,450,333, to cover expenditures before carried as deficiencies.

Diplomatic and Consular, \$3,001,004; increase, \$608,047, due to consular reorganization act and abolition of fee officers.

Education, \$11,182,822; increase, \$337,494, due to small miscellaneous increases.

Legislative, \$29,743,019; increase, \$604,297, partly due to bookkeeping changes and miscellaneous objects.

Military Academy, \$1,664,707; increase, \$600,994, for new buildings.

Naval, \$102,071,631; increase, \$1,734,790, for new ships previously authorized.

Pensions, \$140,245,500; increase, \$1,905,409, due to old age pension law.

Post Office, \$181,698,998; increase, \$10,875,005 of which \$3,039,000 is for the extension of the rural free delivery service and the remainder to the growth of the general postal service.